irrigation works in the whole State and placed under an officer of the status of an Executive Engineer.

(2) A considerable portion of the annual budget allotments for the Public Works Department should be diverted for improvement of irrigation works.

(3) The department dealing with irrigation works should be co-ordinated with the Agricultural Department.

Under a carefully-planned irrigation system, the agriculture of the State should never suffer on account of either scanty or heavy rainfall. The committee that was in contemplation should have on it members who possessed an intimate knowledge of the country and its irrigational needs.

DEWAN'S REPLY: Mr. Matthew, in the first part of your representation you have delineated certain evils which have been appreciated by the Government too, and, as a result of that appreciation, Government are immediately appointing a committee which will investigate the whole question. As you say, the evil is not likely to be completely eradicated by any such action alone, because no national industry can properly develop unless it has the advantage of engaging the intelligence of the country in it. As you said, agriculture has now been relegated mostly as a profession fit only for those who have not been educated on modern lines. Persons who have had modern high school or collegiate education consider themselves superior to the practice of agriculture. As long as that mentality continues among our educated people, it is not likely that any attempts made by the Government to improve irrigational facilities would, by themselves, be sufficient to advance the interests of agriculture. It is hoped that before long the young educated people of our country will appreciate the folly of the idea that agriculture is beneath their dignity. They will appreciate, let us trust, that there is no profession nobler than that of creating food for the people of the country. Once the dignity of agriculture is understood by our educated people, I believe that the bad days of agriculture will end and agriculture will advance until the paddy lands cultivated in Travancore will be more than sufficient to meet the food needs of the country.

I shall be glad to send your suggestions to the Irrigation Committee, if you will hand over your representation to the Chief Secretary.

42. The Cheruvalli-Vellanadi road.

MR. M. R. COGHLAN (*Mundakayam Planters' Association*) said that it was hardly necessary for him to reiterate the reasons why the construction of the road was essential in the planting district as they had already been explained on previous occasions. When, two years before, the same subject was pressed at the Assembly, the then Dewan said that an estimate had been called for and that, as soon as it was ready, the matter would be taken up. In December 1929, the Planters' Association was also informed that the investigation had been completed.

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The member therefore enquired whether the preparation of the estimate for the road was complete and when the construction of the road would commence.

DEWAN'S REPLY: Mr. Coghlan, the estimate has been prepared and is being sent from the Chief Engineer's office and will come up for consideration to Government soon. The work on this road has not been begun yet, as the estimate itself has not been sanctioned. When the estimate is ready, it will be sent to the Road Board which will have to decide when this road will have to be taken up, whether it can be taken up next year. If the Road Board will recommend it to be taken up immediately, I shall be very glad to have it taken up. We cannot say that the estimate is quite ready, because it is being examined in the Chief Engineer's Office. I hope before long the estimate will be passed and then it will be referred to the Road Board.

43. Improvement of certain ferries and roads.

MR. E. T.C. FARR (*South Travancore Planters' Association*) said that the condition of the three river crossings on the Konni-Lahai road was far from satisfactory and at certain seasons of the year they were well-nigh impassable and often dangerous. The causeway put up at the first place, *viz.*, the Konni-Pattanamtitta crossing, had proved to be an utter failure. He therefore suggested that concrete approaches of 50 yards in length should be made on both sides of the river. In the Vadasserikara crossing also, solid concrete approaches rising from the bed of the river to 50 yards up the road on each side should be put up. The third crossing at the Lahai (elephant cage) also would become impassable during the rains, unless the existing platforms were improved.

The member next referred to the deplorable state of the cart road between Nagercoil and Tadikarankonam. Due to the constant transport of timber, the road had become thoroughly unfit for motor traffic. The Masupatty bridge suffered by the floods of 1099 and had not been repaired since then. The Ashamboo and Balamore Estates were therefore completely cut off from the main roads. It would appear that the Government were not willing to reconstruct the bridge. In that case, a new cart road might be opened *via* Parmanai, Kulasekharam, etc. to Nagercoil.

Lastly, the member requested that the interests of his Association might be represented on the Trivandrum, Quilon and Nagercoil District Road Boards newly formed.

DEWAN'S REPLY: Mr. Farr, as regards the crossings that you mention, the Chief Engineer states that their improvement has already been sanctioned, and that those works have already been taken in hand and will be completed soon.

With regard to the second point, I understand that the road up to the 11th mile, *i. e.* miles 1 to 11, is in a fairly good condition and that the 12th mile is being metalled. Estimates are pending with regard to miles 13 to 15. The question of taking up the 15th and 16th

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